

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 19-Nov-14

Time 5:50 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 096 Const Calendar Day: 311 Date: 16-Jul-2010 Friday
Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:30 am 03:00 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: 08-Oct-10 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 60 - 70 12 PM 60 - 70 4PM 60 - 70**Precipitation** 0.00"**Condition** Mostly sunny to partly overcast.Working Day ☒ If no, explain:**Diary:**

Dispute

Work description.

- Continued to work on pertinent paperwork related to the stressing the W-Line continuity tendons and strand placement.

☐**04-0120F4 Bid Item: 034 X-W2C-BCT.034 E-W Line Cross Over W2 Cap Cap Beam Continuity Tendons**

SCHWAGER DAVIS INC.

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: SCHWAGER DAVIS INC.								
Ironworker	JNM	Bobby Almon	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Marty Murillo	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Bounthaby Singharath	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	Erin Jones	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Brian Nobile	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	GEN	Ralph Craig	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	James Bond	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Diary:

Dispute

Work description. 034 X-W2C-BCT.034☐

- Stressed continuity tendons W1B to W14B, W30 to W33B, W35B to W37B, W39B to W41B, and W44 with the multistrand ram CH600-8-109 using gauge CH600-8-109 A. Caltrans strain indicator number 59432 was used to track the load imposed upon the strands from the ram mentioned above. The ram calibration monitoring was done for continuity tendon W31B and the load was close to the curves submitted by Schwager Davis Inc. The elongations of the tendons stressed today were acceptable and no slip was observed. However at times the ironworkers were complacent measuring the elongations and just reciting theoretical values after tendon stressing was completed.
- Stressed continuity tendon W34B with the monostrand ram 6-8-134 using gauge 6-8-134A.
- Stressed continuity tendon W38B with the monostrand ram 6-8-0014 using gauge 6-8-0014A.
- Continued placing anchorheads and wedges for the live + dead ends of the WB continuity tendons.
- Began cutting the live + dead end tails of the WB continuity tendons already stressed.

The following is the list of equipment that SDI has onsite since it is not currently inputted into PMIV:

Stressing Rams: 6-8-0014, 6-8-134, 6-8-141, and CH600-8-109

Hydraulic Pumps for Monostrand Rams: 3 units with no designated numbers on the equipment

Hydraulic Pumps for Multistrand Rams: 1 unit with no designated numbers on the equipment



Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name: Bruce, Matt

Diary #: 096

Date: 16-Jul-2010

Friday

Hydraulic Pump for Pushing Strand: HPU-D-110-3K-02

Strand Pusher: No number designated on the equipment

Plasma Cutter (Hypertherm Powermax 1000G3 Series): No number designated on the equipment

- Refer to other Caltrans inspectors diaries for ABF and subcontractors operations and equipment at the W2 cap beam.

Attachment



Progress of the W2 precast slab done by Conco carpenters, see Lalits diary for more details.



SDI ironworkers positioning the multistrand ram to stress CT-W14B.



Stressing continuity tendon W14B.



Strand elongation measured at Pjack of 4 1/4" prior to the anchor set of a WB continuity tendon.